



The Hongkong Telegraph.

N°. 2297.

MONDAY, JULY 29, 1889.

SIX DOLLARS
PER QUARTER

Banks.

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$7,500,000.
RESERVE FUND 4,300,000.
RESERVE LIABILITY OF 7,500,000.
PROPRIETORS 7,500,000.

COURT OF DIRECTORS.—
CHAIRMAN—W. H. FORBES, Esq.
DEPUTY CHAIRMAN—H. L. DALBYMPLE, Esq.
W. G. BRODIE, Esq.
S. C. MICHAELSEN, Esq.
T. E. DAVIES, Esq.
J. S. MOSES, Esq.
J. F. HOLLIDAY, Esq.
L. POSENECKER, Esq.
H. J. KESWICK,
N. A. SIEBS, Esq.
E. A. SOLOMON, Esq.
H. B. LAYTON.

CHIEF MANAGER,
HONGKONG—G. E. NOBLE, Esq.
MANAGER.

SHANGHAI—JOHN WALTER, Esq.
LONDON BANKERS—LONDON AND
COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
ON CURRENT DEPOSIT ACCOUNT at
the rate of 2 per cent. per Annum on the
daily balance.

ON FIXED DEPOSITS:—
For 1 month, 3 per cent. per Annum.
For 6 months, 4 per cent. per Annum.
For 12 months, 5 per cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities,
and every description of BANKING and
EXCHANGE business transacted.

DRAFTS granted on London, and the chief
commercial places in Europe, India, Australia,
America, China and Japan.

G. E. NOBLE,
Chief Manager.

Hongkong, 20th May, 1889.

THE NEW ORIENTAL BANK
CORPORATION, LIMITED.

AUTHORISED CAPITAL \$3,000,000.

PAID-UP CAPITAL \$500,000.

LONDON:—
Head Office 49, Threadneedle Street,
West End Office 25, Cockspur Street.

BRANCHES IN INDIA, PERSIA, CHINA, JAPAN
AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT,
Buys and Sells BILLS OF EXCHANGE,
ISSUES LETTERS OF CREDIT, forwards BILLS for
COLLECTION, and Transacts Banking and
Agency Business generally, on terms to be had
on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per cent. per Annum.

6 " 4 "

ON CURRENT DEPOSIT ACCOUNTS
2 per cent. per Annum on the Daily Balance.

AGENCY DEPARTMENT:—
For the convenience of those returning to
Europe an Agency Department has been added to
the ordinary business of the Bank for the trans-
action of Personal Agency of every description,
Pay and Pensions collected.

Baggage cleared, warehoused or forwarded,
Insurance effected.

Circular Notes and Letters of Credit issued.

AGENCY OF THE NATIONAL LIFE ASSURANCE
SOCIETY.

H. A. HERBERT,
Manager.
HONGKONG BRANCH.

10] RULES
OF THE
HONGKONG SAVINGS
BANK.

1.—THE BUSINESS of the above BANK
will be conducted by the HONGKONG
AND SHANGHAI BANKING
CORPORATION, on their premises in
Hongkong. Business Hours on WEEK-
DAYS, 10 to 1; SATURDAYS, 10 to 1.

2.—SUMS LESS THAN \$1, OR MORE THAN
\$250 at one time will not be received. No
Depositor may deposit more than \$2,500
in any one year.

3.—DEPOSITORS in the SAVINGS BANK,
depositing \$100, or more, at their credit may at
any time transfer the same to the HONG-
KONG AND SHANGHAI BANKING
CORPORATION on fixed deposit for 12
months at 5 per cent. per annum interest.

4.—INTEREST at the rate of 3 1/2% per
annum will be allowed to Depositors on
their daily balances.

5.—EACH DEPOSITOR will be supplied gratis
with a PASS-BOOK, which must be presented with
each payment or withdrawal.

Depositors must not make any entries them-
selves in their PASS-BOOKS, but should send
them to be written up at least twice a year,
about the beginning of January, and
beginning of July.

6.—CORRESPONDENCE as to the Business
of the Bank, if marked ON HONGKONG
SAVINGS BANK BUSINESS, will be
forwarded free by the various British Post
Offices in Hongkong and China.

7.—WITHDRAWALS may be made demand-
able, but the personal attendance of the
Depositor or his duly appointed Agent, and
the production of his PASS-BOOK, are
necessary.

FOR THE HONGKONG AND SHANGHAI
BANKING CORPORATION,

G. E. NOBLE,
Chief Manager.

Hongkong, 1st January, 1879.

19] CANTON.

THE NEW ORIENTAL HOTEL,
(FORMERLY THE CANTON HOTEL),
Opposite the Steamboat Company's Wharf.

THIS HOTEL, which has been partially
rebuilt and thoroughly renovated, and now
offers the best accommodation for tourists and
visitors to Canton, will be re-opened on the 20th
instant.

A first class table kept, with WINES,
SPIRITS, etc., of the best quality only, and the
charges are extremely moderate.

A WELL FURNISHED D. LIARD ROOM,
A. F. DO ROZARIO,
Manager.

Canton, 11th June, 1889.

Intimations.

A. HAHN,
PIANO TUNER AND REPAIRER.
PIANOS FOR SALE

Address: c/o HONGKONG HOTEL or No. 26, CAINE ROAD.

Hongkong, 24th December, 1888.

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ROBERT LANG & CO.,
TAILORS, HATTERS, SHIRTMAKERS, AND GENTLEMEN'S OUTFITTERS.

PREPARATORY TO RECEIVING OUR

WE ARE OFFERING A SELECTION OF

LIGHT WEIGHT COATING, in all shades; SUMMER SUITING and TROUSERING,
at very much reduced prices.

SUIT from \$15. COAT from \$10. PANTS from \$5.

QUEEN'S ROAD (Opposite HONGKONG HOTEL)

Hongkong, 10th July, 1889.

[18]

LANE, CRAWFORD & CO.

EX "GLENROY"

CROSSE & BLACKWELL'S and John Moir's Preserved Provisions, Jellies, Tart Fruits, Potted
Meats, Blotter Paste, Caviare, Horseradish, Salad Oil, Salad Dressing, Strawberries in
Syrup, Desert Fruits in Syrup, Brandy and Noyau Tongues, Anchovies in Oil, Sardines, French
and English Pâtés, Sauces, Vegetables, Haddock, Herrings, Brawn, Sausages, Aberdeen Pie,
Aberdeen Sausage, &c., &c.

French & English Jams, Gelatine, Oatmeal; Brand's Essence of Beef, Liebig's Extract of Meat,
English Steak Bacon, Best York Hams, English White Cheddar and Gloucester Cheese, Huntley
& Palmer's and Peck Frean & Co.'s Biscuits, Peck Frean & Co.'s Plum Cakes, 1 and 2 lb.

ALSO,

Black Gut Tennis Rackets, Prickly Heat Soap, Filters, Flower Glasses, Coffee Machines,
Antique Cases, Menu Slates, Boating Jerseys, English Cooking Stoves.

Hongkong, 17th July, 1889.

[19]

W. POWELL & CO.

ARE NOW OPENING

AN ENTIRELY NEW STOCK OF

AUSTRIAN BENT WOOD CHAIRS, DINING ROOM CHAIRS, ARM CHAIRS,
BOUDOIR CHAIRS, CHILDREN'S CHAIRS, INFANT'S CHAIRS, WALKING
STICK, CHAIRS, &c., &c.

W. POWELL & CO.

Victoria Exchange, Hongkong, 27th July, 1889.

[16]

W. BREWER.

HAS JUST RECEIVED.

NEW American Puzzle Game "Pigeon in
Clover." New Pianos by Broadwood & Collard & Collard.
Photo Cameras and Lenses Complete.
Griffith's Enamels.

T Squares, Set Squares, and Curves.
Sun Glasses.
Tennis Bats, Balls and Shoes.
Automatic Office Inkstands, 3 inks.
Copying Presses.

Beau Ideal J Pen.
Strings for all Instruments.

W. BREWER,
UNDER HONGKONG HOTEL

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Hongkong, 18th July, 1889.

10] KELLY & WALSH, LTD.

NEW FRENCH NOVELS

LOUIS GONSE—L'Art Japonais.
Emile Blavet—La Vie Parisienne, 1888.

Charles Merouet—La Comtesse Hélène.
Augustin Lise—Gapiane.

Vernon Lee—Miss Brown.

Emile Berclerat—La Lyre Comique.

Théodore Cahu—Une Jeune Marquise.

Edouard Cadol—La Cière Madame.

George Bastard—En Croisière.

Maxime Pax—Lavière & Cie.

A. Collignon—L'enfant à Paris.

Jules Marocq—Les Voluptueuses Fausta.

Emile Goudeau—Corruption.

Louis Ulbach—Bobinette.

A. Daudet—Les Femmes à Artistes.
Adolphe Belot—Bon Ami.

Gyp—Ohe | Les Psychologues.

Anatole France—Balzar.

Gustave Toudouze—La Fleur Bleue.

Charles Merouet—Un Lys au Ruisseau.

Guy de Maupassant—Fort comme la Mort.

Prince Henri D'Orléans—Six Mois aux Indes.

Henri D'Argis—Sodome.

Fortuné Du Boisgobey—La Main Froide.

Léon De Tinseau—Bouché Close.

Jules Marocq—Quand Même.

André Theuriet—Deux Scènes.

Paul Aïtane—La Chèvre d'Or.

KELLY & WALSH, LIMITED,

QUEEN'S ROAD CENTRAL, HONGKONG.

[17]

Hongkong, 20th July, 1889.

17] THE HALL & HOLTZ CO-OP. CO., LTD.

COMPLETE HOUSE FURNISHERS

RESPECTFULLY INVITE INSPECTION OF THE FOLLOWING:

DRAWING ROOM FURNITURE.

DINING ROOM FURNITURE.

LIBRARY FURNITURE.

BED-ROOM FURNITURE.

HALL FURNITURE.

OFFICE FURNITURE.

—

ESTIMATES Submitted for Interior and Exterior Painting and
Special Decorations in any Style, Free.

The H. & I. Co., Ltd., have Furnished and Decorated all the principal
Banks, Hotels, Clubs, Mansions, and Offices in the East, including
Shanghai, Hongkong, Peking, Tientsin, Chefoo, Corea, and every
part of Japan.

Their Style and Workmanship is too well-known for special mention.

18] THE HALL & HOLTZ CO-OP. LTD.

Hongkong, 4th July, 1889.

[18]

Insurances.

£1,000 STG. Payable at Age 55, or
at death if previous (even if that event
occurs during the first two months)—may
be secured by a payment at the rate of
£1 per quarter if commenced at age
7. 6 (n. b.) 20
8. 14 2 25
10. 11 2 30
12. 14 10 35
13. 15 8 40
14. 12 6 45

AFTER the Policy has been three years in
force—should the Policy-holder wish to
discontinue future payments—he will be entitled
to receive on application a Free Paid-up
Policy for proportionate amount of the Sum Assured.
For instance a man who had assured at 45, after
five years payments would be entitled to a Paid-up
Policy for £500 free of future payments as
explained in Prospectus.

Note.—It is an advantage to effect Provisions
of this nature early in life. By delay the rate of
subscription increases; Death may occur before
the Provision is effected, or Health may fail and
render the life ineligible for Assurance.

THE BORNEO COMPANY, LIMITED.

Agents, STANDARD LIFE OFFICE.

FIRE INSURANCE COMPANY, OF 1877
IN HAMBURG.

THE Undersigned having been appointed
Agents for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

Intimations.

DAKIN'S
SPARKLING AERATED
WATERS
ARE UNSURPASSED.

SPECIAL TERMS TO LARGE BUYERS.

COAST ORDERS PROMPTLY ATTENDED TO.

No Extra Charge for Packing.

DAKIN BROS. OF CHINA
L I M I T E D ,
C H E M I S T S ,
H O N G K O N G .

(Telephone No. 60.)
Hongkong, 23rd July, 1889.

A. S. WATSON & CO., LTD.

ESTABLISHED A.D. 1841.

In drawing attention to our special preparations, we beg to state that we continue to import Drugs, Chemicals, and Goods of every kind, of the best description only. No other quality is kept in Stock. Our long experience and intimate acquaintance with the Trade and the best sources of supply enables us to purchase direct from the Producers on the very best terms, and thus gives us an advantage which enables us to offer our Constituents the benefit of a considerable reduction in the price of all Specialities of our own Manufacture or putting up, as compared with similar articles sold elsewhere.

WATSON'S
CHOLERA AND DIARRHEA REMEDIES.

CHOLERA MIXTURE.
As prescribed and recommended by Dr. AVRES, Colonial Surgeon, when President of the Hongkong Sanitary Board.
To be used in cases of vomiting and purging attended with violent pain.

Prepared only by
A. S. WATSON & CO., LTD.,
THE HONGKONG DISPENSARY,
Hongkong, China and Manila.
In Bottles, \$1 and \$1.50 each.

ASTRINGENT ANTACID DIARRHEA
MIXTURE.

As recommended by the London Board of Health for use in all cases of Diarrhea, Cholera, &c.

Prepared only by
A. S. WATSON & CO., LTD.,
THE HONGKONG DISPENSARY,
Hongkong, China and Manila.
In Bottles, \$1 and \$1.50 each.

WATSON'S
ASTRINGENT CORDIAL.

DOSE:—For Diarrhea, Colic, and Dysentery, 1 tea-spoonful every 2 or 3 hours. For Cholera, 1, 2, or 3 tea-spoonfuls every hour, or in urgent cases oftener.

In Bottles—50 cents and \$1. each.

WATSON'S
CHLORODYNE.

DOSE:—Ten to twenty drops in brandy and water.

In Bottles—50 cents \$1 and \$1.50 each.

WATSON'S
ASTRINGENT PILLS,
FOR DIARRHEA, DYSENTERY, &c.

DOSE:—One pill after each liquid Motion.
In Bottles 75 cents and \$1.50 each.

WATSON'S
ANODYNE LINIMENT.

For relieving pain in all cases of Spasms, Colic, Cholera, Diarrhea, Inflammation of the Bowels, &c.

DIRECTIONS FOR USE:—Sprinkle some on hot Flannel or Spongio Pilule soaked in boiling water and apply over the seat of pain.

In Bottles, 75 cents and \$1.50 each.

BERMUDA ARROWROOT:—RUSSIAN ISINGLASS:—CALVES' FOOT JELLY.

Invalids' necessities and appliances of all kinds kept in stock.

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY,
HONGKONG, CHINA AND MANILA.

DEATH.

On 21st instant, Mr. ALEXANDER ROBERTSON, of Hongkong and Shanghai Banking Corporation, Manila, aged 26.

BIRTH.

On July 22nd, at the Hotel des Colonies, Shanghai, Mrs. GEO. BUTLER, of a son.

The Hongkong Telegraph

HONGKONG, MONDAY, JULY 29, 1889.

OUR LOCAL STOCKS.

THE STEAM LAUNCH COMPANY, LIMITED.

The history of the Steam Launch Company is easily told, but, apart from the moral to be derived, it may be doubted whether it is worth the telling. This concern sprang into existence during the autumn of 1888, ostensibly to meet a long-felt public want, but actually to provide lucrative employment in the shape of steam-launch construction for the principal promoter. As limited liability companies are usually, if not invariably, originated and floated by persons with some special object in view, who, to use a somewhat vulgar but very expressive phrase, 'have an axe to grind,' the promoter of the Steam Launch Company, if his object was not a very lofty one, was only following the example of many high-toned promoters of far more pretentious enterprises. But when a self-elected Board of Directors was formed of four gentlemen whose practical knowledge of the business which they undertook to manage was of the most elementary character—with, possibly, one exception,—and whose special qualification appeared to consist in the fact that they were property-owners at Kowloon, people in this most censorious of colonies were ill-natured enough to suggest that another purely philanthropic movement was on foot to enhance the value of houses and land at Tsim-issa-100 at the expense of the subscribers to the Steam Launch Company. Of course this was only satire, perhaps not altogether pointless, but still without any absolute foundation, and would probably have soon been forgotten, had it not leaked out shortly afterwards that three out of the four Directors had actually agreed to saddle the shareholders with an engineering business which had about as much to do with the object for

which the Company was formed as it had with the man in the moon, and were only prevented from so doing by the unflinching opposition of the fourth member of the Board. Suspicion was at once engendered, which up to the present time have never been thoroughly removed, and it is not too much to say that the general management of the concern has not tended to raise its prospects in the public estimation.

The "long-felt want" the Steam Launch Company claimed to supply was an efficient local service of first class steam launches, fully equipped and in every possible way adapted for the comfort, convenience and requirements of the Hongkong community. There was some vague talk by the Chairman (Mr. Jno. J. Francis, Q.C.) at the statutory meeting, as to the launches being utilised as patrol boats in case of war, for which it was expected, a subsidy would be paid by the Government, but "moonshine" of this sort could only have been regarded seriously by believed members of the Volunteer Artillery, and the shareholders and public generally were satisfied to judge the Company on its merits as 'common carriers' of a much higher stamp than the plentiful Chinese article crowding every corner of the harbour. It cannot be claimed that a very brilliant start was made. Three old steam launches were purchased from the Secretary of the Company for \$13,000—doubtless cheap at the money—and two of them placed on the line between Pedder's Wharf and Kowloon and Hungsham respectively, the third being reserved as a "despatch" boat. Four new launches were also contracted for, with the Secretary, last October, on terms which have not been made public, but it has been stated that the whole of them were to be built and handed over within seven months, and we understand that further details of working it may very safely be said that up to the present time the Steam Launch Company has not fulfilled the expectations that were formed of it, nor has it even attempted to carry out its original programme. No new lines have been opened, an attempt has been made to discover and develop fresh fields of enterprise—in fact, two launches running to Kowloon, against long established oppositions that can scarcely be set aside, comprise the entire efforts in the direction of passenger traffic. Launches may be obtained on hire for pleasure parties or for towing or general purposes, but here again powerful oppositions are met on every hand. Making every allowance for shortcomings and drawbacks, something more than this ought surely to have been accomplished!

The most sensational feature, however, in the short career of the Steam Launch Company was a remarkable "corner" in its shares—the working of which was credited to a number of daring speculators who afterwards obtained considerable notoriety in a similar venture on a larger scale. In January last it was perfectly well known that the Company was working at a small loss and that prospects were not particularly encouraging; the value of the shares was then fairly represented by the current quotation—20 per cent. discount. Without the slightest difficulty it was in the position of "affairs the script was raised up within a few weeks to over 300 per cent. premium, the result of the most bi-faced combination the local share market had seen up to that time. To what extent this movement judicially affected the stability and prospects of the Company it is difficult to say, but there can be very little doubt that for a time at least public confidence in its hard files was withdrawn. It has been stated that when the shares were quoted at the fictitious "corner" rates, Europeans who were legitimate holders sold out, the purchasers being, of course, the gentlemen who were "rigging" the market. The effect of this, if it be true that the "short-sellers" repudiated their contracts, is that nearly the whole of the Company is owned by a very select circle of individuals, the chief of whom are Chinese.

The meeting of shareholders to be held to-morrow should throw a good deal of light both of the past and future of the Steam Launch Company. Unless challenged directly on the point the Chairman is scarcely likely to volunteer any statement on the subject of the notorious "corner" to which we have just referred, although it seems to us that, in view of the many damning reports that were in circulation when the "boom" was at its height, some explanation would not be out of place. For instance it would be reassuring to shareholders and to those of the public who will regard this enterprise as a useful factor in our little world, to have it plainly announced that neither the Directors nor any person connected with the management took "a little hand" in that admirably planned but judiciously carried-out "corner." It is only common fairness to say here that, excepting the tongue of evil rumour, which is merely reliable in this colony, nothing has transpired to justify any other conclusion; however, the trustees of public interests are very much in the position of Caesar's wife—they ought to be above suspicion. The Company's Report and Statement of Accounts suggest a few points regarding which details will no doubt be forthcoming. An uncontradicted statement appeared in the local press in November last to the effect that the four new launches required by the Company had been put up to public tender and allotted to the lowest tenderer—the ordinary and proper course with all public companies—it would be interesting to know if such was the case—and if not, why not? When was the contract for the construction of these launches drawn up, and when was it signed? Was the contract for seven months? If not, what was the actual agreement on this point? What arrangement was entered into as to demurrage for breach of contract? What has been done as to the anticipated Government subsidy? In what direction is it contemplated to employ the two fine-looking launches now in course of construction? These and a dozen others, equally pertinent, are questions which might well be answered, and we have, so far as we know, been unable to get a reply to any of them.

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The summons must be either dismissed or heard—it cannot stand over—that would be an adjournment, I think. If you dismiss the summons I have grounds for an appeal.

His Worship:—I do not dismiss it—I do not entertain it; I quash it. At present I do that.

Mr. Fraser-Smith:—It is only putting me to extra trouble by necessitating an application to the Full Court for a writ of *mandamus*. After that you would be compelled to hear it.

His Worship:—Well, you might save me the trouble, because that is what I am bound to do. I am quite prepared to accept it if you will adjourn the summons until I bring the matter before the Supreme Court.

His Worship:—In what form before them—as a writ of *mandamus*?

Mr. Fraser-Smith:—No, we may have to argue it before the Court whether the magistrate is bound to hear the case or not. I defer to your ruling, but I would like to put it before the Full Court.

Mr. Reece:—I ask your Worship to dismiss the summons.

His Worship:—To dismiss it?

Mr. Reece:—Yes.

His Worship deliberated.

Mr. Fraser-Smith:—I have another point. Your judgment in dismissing the summons without hearing the evidence will, I am perfectly certain, be overruled in the higher Court. I have a number of witnesses subpoenaed whose names I am quite willing to hand in. They are in Court. You refuse to hear them, of course?

His Worship still silently deliberated.

Mr. Fraser-Smith:—I will, with your permission, request the usher to call them by name.

Mr. Wodehouse:—I decline to entertain the case.

Mr. Fraser-Smith:—Then I can say no more.

The proceedings then terminated.

THE HARBOUR MASTER'S REPORT.

The following is the report of the Harbour Master for the year 1888:—

HARBOUR DEPARTMENT,

Hongkong, 8th March, 1889.

SIR,—I have the honour to forward the annual returns for this department for the year ending 31st December, 1888.

SHIPPING.

2.—The total trade of Hongkong for the year 1888 is represented by 63,667 vessels, measuring 12,996,365 tons. (This is an average of 174 vessels and 357,702 tons, on the average for the previous 3 years, and is 359 vessels more, but 28,310 tons less than in 1887.)

3.—This vast amount of trade is apportioned as follows:—

	Number	Tons	Percent
British	5,121	6,474,343	49
Foreign	2,460	3,532,314	19
Junks in foreign trade	47,567	3,793,797	29
	55,148	12,760,438	
Junks in local trade	8,813	286,012	2
	6,967	12,996,365	

4.—Compared with 1887, there has been a decrease of British tonnage amounting to 342,705 tons; and an increase of foreign tonnage, exclusive of junks, of 179,848 tons; also an increase of junks, exclusive of local trade, of 141,781 tons, and a decrease in junks employed in local trade of 8,663 tons.

5.—The countries with which the decrease of British tonnage is most apparent are:—

Coast of China and Formosa...190,977 tons

Cochin-China.....123,894

Continent of Europe.....104,201

Australia.....52,178

6.—The principal increase appears with the following countries:—

American Columbia.....22,173

Great Britain.....121,066

Japan.....10,918

7.—The principal decrease, with that of Coast of China and Formosa, may be partly accounted for by the fact that, during the year, several steamers trading on the Coast, which were formerly under the British flag, were transferred to the German flag. The decrease under the heading of Continent of Europe is partly consequent on this trade being carried more in foreign bottoms. But it is more largely due to an alteration in the system of classification adopted in this report. In former reports, the vessels of the Peninsular and Oriental Company calling at Brindisi and Marseilles *en route* were classed under the heading of "Continent of Europe," while now they are classed under "Great Britain." With Australia, the decrease must be put down to the altered circumstances of trade consequent on the suppression of Chinese Emigration to the Australian Colonies.

8.—During the year, 3,663 steamers arrived, being a daily average of over 10,7 of which were "Ocean going." They represented a total tonnage of £4,16,000; over 68 per cent. of them were under the British flag.

9.—The statistics show an increase in the junk trade over last year, with the Coast of China and Formosa of 103,497 tons, and with Macao of 40,284 tons. There is a decrease, however, of 9,863 tons in the local trade.

10.—On the 31st December there were 91 steam-launches in the Harbour; of these, 42 were licensed for the conveyance of passengers, 42 were privately owned, and 8 were the property of the Colonial Government. There were, in addition, 6 launches, the property of the War Department.

EMIGRATION.

11.—During the year 1888, 90,105 Emigrants left Hongkong; of these, 72,744 (65,976 males, 5,109 females, and 16,650 children) were for the Straits Settlements; 18,472 (15,179 males, 95 females, and 61 children) were for San Francisco; 1,972 (1,942 males, 3 females, and 27 children) were for the Australian Colonies. Owing to the restrictions placed on Chinese Emigration by the various Governments in the Australian Colonies, Emigration there has been practically stopped since the month of May, 1888.

12.—The subject of abuses connected with Chinese Emigration has lately received much attention. That abuses do exist there can, I think, be little doubt, but I question much if they exist to the extent which some suppose. Frequent cases of so-called "kidnapping" are reported, but, except in the case of women or children, my impression is that in a large number of these reported cases, the so-called "kidnapped" coolie is a rogue, who, having agreed to emigrate and received a "bounty" for so doing, either escapes from the vessel as he is leaving the harbour, or gets some of his friends to report that he has been taken away against his will in the hope that he may be taken off the ship before leaving, or traced and sent back from the port for which he has sailed; in either case, if he is successful, he will be ready to try his game on again sooner or later. The jumping overboard of "kidnapped" coolies from outward bound Chinese passenger ships, of which a good deal was heard a short time ago, is one of the symptoms of abuses in which I do not believe.

It is a curious fact that few if any of these individuals are ever heard of after jumping overboard, though they are seen to be picked up by boats which appear to be waiting for them. It is more probable, I think, that in nearly all these cases, could they be clearly traced, it would be found that this "kidnapped one" was really either a "Dowry jumper" or else a thief

who had got on board surreptitiously and remained as long as he could with a view of seeing what there was to be picked up, and who, having done all he could in the time at his disposal, cleared out by jumping overboard at a suitable spot where his friends would be waiting to pick him up in a boat.

13.—Cases of forged contract passage ticket's have come under my notice, also cases of Emigrants going on board after the medical inspection by the Health Officer and the issue of the Emigration Officer's certificate. During the past year, on one occasion under the latter circumstances, I detained the vessel until the number on board corresponded with the number passed by the Health Officer and certified to by me. A claim was made for compensation for this detention, but it was not persisted in. As one precaution against fraud, every ticket is now numbered as the owner passes before the Health Officer and Emigration Officer's deputy on board. A further proposed precaution is to have the tickets printed on specially prepared paper in order that forgeries may be readily recognized, but no means adopted by the Government will prove wholly effectual, unless we have the active co-operation of the Agents or Charterers and the Master of the vessel towards the prevention of abuses.

14.—The present system of the Emigrants going on board at any time after their passing at the Harbour Office and before the sailing of the vessel lying in the Roads, in a great measure open to the public, since the officers and crew are so fully employed in their other duties as to make it impracticable for them to attend to coolies coming and going, is conducive to abuse, and I think that the best remedy would be found in the establishment of a Government Emigration Wharf alongside which vessels would take on board their Emigrants at the last moment before sailing, the wharf being closed to the public after the Health Officer and Emigration Officer had passed through the gates to go on board for the final inspection of the Emigrants and the vessel leaving immediately after this inspection. This method would doubtless cause some little delay in getting the vessel off, and for that reason is open to objection. I think, however, that the evil would be more than compensated for by the good which would accrue.

REGISTRY OF SHIPPING.

15.—Nine vessels were registered during the year and eight certificates of Registry were cancelled. It has been brought to my notice that inconvenience exists in the want of a simpler mode of Registry, whereby small vessels British owned could obtain a "National Character" and be entitled to fly the British flag outside the waters of the colony. The inconvenience can, I think, be removed under the Colonial Shipping Act 1888 (31 and 32 Vict. 129) which enables Regulations to be made providing for the issue to vessels under 60 tons burden of terminable certificates of Registry under which the vessel so long as the certificate is in force is deemed a registered British vessel, and I am now preparing regulations to be submitted to His Excellency the Governor with this object in view.

MARINE MAGISTRATE'S COURT.

16.—Seventy cases were heard in the Marine Magistrate's Court during the year. "Refusal of duty," "Insubordination" and "Absence without leave" were the principal offences in the case of ships, and "Leaving without clearance" and "Leaving during prohibited hours," in the case of junks.

EXAMINATIONS FOR THE POSTS OF MASTERS, MATES AND ENGINEERS UNDER SECTION 15 OF ORDINANCE NO. 8 OF 1879.

17.—The following table will show the number of candidates examined for Certificates of Competency distinguishing those who were successful, and those who failed:—

Grade	Passed	Failed
Masters	19	3
First mates	12	—
Only mates	3	—
Second mates	9	—
	43	3
First class engineers	20	—
Second class engineers	19	3
	39	3

ORDINANCE NO. 8 OF 1879.

18.—The following Courts have been held during the year:—

1.—On the 20th February, 1888. Inquiry as to the stranding of the British steamship *Araby*, Official No. 88,860 of Aberdeen, a little to the North of Cape Balangon, on the 13th December, 1887. The Master's (Alexander Cook) Certificate of Competency was suspended for three months.

2.—On the 1st May, 1888. Inquiry as to the stranding of the British steamship *Ashington*, Official No. 63,010, of the South Shields, on the West Point of Hongkong Island in the Channel opposite the Chart Sulphur Channel, on the night of the 20th April, 1888. The Master's (Walter Reynell) Certificate of Competency was returned to him.

3.—On the 15th July, 1888. Inquiry as to the abandonment of the British steamship *Araby*, Official No. 88,860 of Aberdeen, a little to the North of Cape Balangon, on the 13th December, 1887. The Master's (Alexander Cook) Certificate of Competency was suspended for six months, and that of the First Mate (Augustus Harris) was also suspended for six months.

4.—On the 5th June, 1888. Inquiry respecting certain charges of misconduct brought against Robert Lyle, First Mate of the British steamship *Crusader*, Official No. 63,856, of Glasgow, by John Ogton, Master of the said ship. The First Mate's Certificate of Competency was returned to him.

5.—On the 24th October, 1888. Inquiry as to the death of Henry Wilkins, A.B., of the British steamship *Ghase*, Official No. 87,678, of Rochester, who was washed overboard by a sea which swept the steamer's decks during the Typhoon encountered on the 20th September, 1888. The Master's (Archibald Scotland) Certificate of Competency was returned to him.

6.—The statistics show an increase in the junk trade over last year, with the Coast of China and Formosa of 103,497 tons, and with Macao of 40,284 tons. There is a decrease, however, of 9,863 tons in the local trade.

7.—The principal decrease, with that of Coast of China and Formosa, may be partly accounted for by the fact that, during the year, several steamers trading on the Coast, which were formerly under the British flag, were transferred to the German flag. The decrease under the heading of Continent of Europe is partly consequent on this trade being carried more in foreign bottoms. But it is more largely due to an alteration in the system of classification adopted in this report. In former reports, the vessels of the Peninsular and Oriental Company calling at Brindisi and Marseilles *en route* were classed under the heading of "Continent of Europe," while now they are classed under "Great Britain." With Australia, the decrease must be put down to the altered circumstances of trade consequent on the suppression of Chinese Emigration to the Australian Colonies.

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REGISTRY OF SHIPPING.

Masonic.

ST. JOHN LODGE
OF HONGKONG,
No. 618, S.C.

A NEMERGENCY MEETING of the above named Lodge will be held in FREEMASONS' HALL, Zetland Street, on TUESDAY NEXT, the 30th inst., at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited.

Hongkong, 27th July, 1889. [945]

ZETLAND LODGE,
No. 525.

A REGULAR MEETING of the above LODGE will be held in FREEMASONS' HALL, Zetland Street, on THURSDAY, the 1st August, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited.

Hongkong, 26th July, 1889. [940]

Consignees.

INCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship "OCEANIC".

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

CHAS. D. HARMAN,

Agent.

Hongkong, 24th July, 1889. [1]

Notices of Firms.

NOTICE.

M. R. SILAS EZEKIEL LEVY has this day been admitted a PARTNER in our Firm.

EZEKIEL & JOSEPH.

Hongkong, 1st July, 1889. [819]

NOTICE is hereby given that from this date, we, ERNST CARL LUDWIG REUTER, JUSTUS FRIEDRICH HEINRICH HEYN, & FRIEDRICH ALEXANDER ALFRED BUESING BROCKELMANN, the remaining PARTNERS in the Firm of PUSTA & CO, Hongkong, Canton, and Shanghai, China, have decided to continue the Business of the said Firm under the name and style of:

REUTER, BROCKELMANN & CO.

Mr. E. R. FUHRMANN and Mr. CHR. NONCHEN will sign the new Firm per procura.

Hongkong, 1st July, 1889. [820]

NOTICE.

M. R. THOMAS EDMUND DAVIES is admitted a PARTNER in our Firm from this date.

DOUGLAS LAPRAIK & CO.

Hongkong, 1st July, 1889. [817]

To the Let.

TO LET.
With Possession from the 1st June.

A ROOMY HOUSE in CARLTON TERRACE, Queen's Road East.
Apply to G. R. LAMMERT.

Hongkong, 14th May, 1889. [593]

TO BE LET.

THIRD FLOOR No. 5, Duddell Street, containing 4 large light and airy rooms, 2 small rooms, and 2 bathrooms. Gas and Water laid on. Rent very moderate. Immediate possession.

Apply to "B."
clo Hongkong Telegraph Office.

Hongkong, 15th July, 1889. [863]

TO LET.

WITH IMMEDIATE POSSESSION.

No. 4, QUEEN'S GARDENS, Rent \$90 and Taxes.
Apply to G. C. ANDERSON,

13, Praya Central.
Hongkong, 4th June, 1889. [129]

TO LET.

FROM 1st August, 1889, either with or without Machinery, the Company's spacious GODOWN and YARD at Bowrington known as the Hongkong Steam Laundry Company, (Limited).

A. O'D. GOURDIN,
Manager,
Hongkong Steam Laundry Co., (Ltd.)
Hongkong, 24th July, 1889. [928]

TO LET.

(With Immediate Possession).

A EUROPEAN HOUSE at High Street, formerly occupied by Mr. HAZELD.

Apply to A. H. YON,

No. 80, Praya Central.
Hongkong, 8th July, 1889. [857]

TO LET.

R OOMS in "COLLEGE CHAMBERS."
No. 4, SEYMOUR TERRACE,
From 1st June.

No. 6, SEYMOUR TERRACE,
WESTBROUKE VILLAS.
AT MAGAZINE GAP.

"TUSCULUM"—A very comfortable and very cool 5 Roomed House with Tennis Court, From 1st September.

Apply to DAVID SASSOON, SONS & CO.
Hongkong, 8th July, 1889. [113]

TO LET.

A T. Bonham Road, "RHEDA," a SIX ROOMED BUNGALOW with Tennis Court.

Possession from the 1st July, 1889.
J. M. BASA,

No. 7, Remedios Terrace.
Hongkong, 17th June, 1889. [752]

NOTICE.

OFFICES in VICTORIA BUILDINGS TO BE LET, with immediate possession.

Apply to ARTHUR B. RODYK.

Hongkong, 3rd June, 1889. [685]

TO LET.

HOUSE No. 2, "SMITH'S VILLAS" Magazine Gap, a spacious five roomed HOUSE, with basement and outhouse, excellent view.

Expected to be ready 1st August next.

Apply to F. BLACKHEAD & CO.

Hongkong, 2nd July, 1889. [828]

Intimations.

THE EAST BORNEO PLANTING COMPANY LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the CALL of \$15 (FIFTEEN DOLLARS) a SHARE, due prior to the 23rd February last, is now being made, and SHAREHOLDERS are requested to pay to the HONGKONG & SHANGHAI BANKING CORPORATION, on or before the 16th day of August next, the amount due from them.

GIBB, LIVINGSTON & CO., General Agents.
Hongkong, 15th July, 1889. [889]

NOTICE.

THE HONGKONG ICE COMPANY, LIMITED.

In accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the Half Year ended 30th ult. of 7 per cent. on the paid up Capital.

Dividend Warrants payable at the HONGKONG & SHANGHAI BANKING CORPORATION will be issued to Shareholders on the 1st August.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th instant to the 1st August.

Consignees of Cargo per Steamship "OCEANIC".

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

CHAS. D. HARMAN,

General Managers.

Hongkong, 17th July, 1889. [896]

THE DAIRY FARM COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the above named Company will be held at the Office of the Company, No. 5, Stanley Street, Victoria, Hongkong, on TUESDAY, the 6th day of August, 1889, at 4 O'CLOCK P.M., when the Resolutions which were passed at the General Meeting of the Company held on the 20th day of July, 1889, and which Resolutions were set out at length in the Daily Press of that date will be submitted for confirmation as Special Resolutions.

By Order of the Directors,

E. W. MAITLAND,

Secretary.

Hongkong, 10th July, 1889. [914]

THE STEAM LAUNCH COMPANY, LIMITED.

THE FIRST ORDINARY MEETING of the Company will be held at the HONGKONG HOTEL, on TUESDAY, the 30th July, 1889, at 4 P.M.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th to 30th July, 1889, both days inclusive.

By Order,

A. G. GORDON,

Secretary.

Hongkong, 13th July, 1889. [812]

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE is hereby given that the Balance of FIFTY DOLLARS (\$50), due on each Share is now being Called up, and Shareholders are requested to pay the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on or before the 31st day of July instant.

Any Calls remaining unpaid after that date will be charged INTEREST at the rate of 9 per cent. per annum, in accordance with the Articles of Association.

MACFARLEN, FRICKEL & CO., General Managers.

Hongkong, 6th July, 1889. [848]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Forty-sixth Ordinary Half-yearly MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, No. 18, Bank Buildings, Queen's Road Central, on SATURDAY, the 3rd August, at THREE O'CLOCK in the Afternoon, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

And notice is hereby given that an EXTRAORDINARY GENERAL MEETING of the Company will be held at the same Office, on the same day at 3.15 O'CLOCK P.M. when the following special resolutions will be proposed, viz.:

1.—That the Company may from time to time reduce its Capital.

2.—That the words "Four Thousand Shares" be eliminated from Article No. 22 of the present Articles of Association, and that, in lieu thereof there be inserted the words "Eight Thousand Shares."

The TRANSFER BOOKS of the Company will be CLOSED from the 21st instant to 3rd August, inclusive.

By Order of the Board of Directors,

T. ARNOLD,

Secretary.

Hongkong, 13th July, 1889. [877]

THE DOUGLAS STEAMSHIP COMPANY, LIMITED.

DISPOSAL OF UNALLOTTED SHARES.

NOTICE is hereby given that 1144 unalotted shares of \$50 each in the above Company, numbered from 18457 to 20000, both numbers inclusive, are offered for public tender upon the following condition:

The Company shall not be bound to accept the highest or any Tender.

The above shares will not be entitled to participate in any Dividend that may be declared on the working year ended 30th June, 1889, but subsequent to declaration of such Dividend, will rank as ordinary shares in the Company, carrying the same Dividends.

All Tenders to be accompanied by a cheque equal in amount to \$10 for each share applied for.

Tenders to be addressed to the General Managers of the Company and sent to the Office of the Company not later than 4 o'clock p.m., on Wednesday, the 7th day of August, when they will be opened. Applications to be made on printed Forms which can be obtained from the General Managers, and when sent in must be sealed and marked outside "Tender for Company's Shares."

If no allotment is made to any applicant, his deposit money will be returned to him in full, but without interest; and where the number of Shares allotted to any applicant is less than the number applied for by him, the surplus of Deposit Money will be credited in reduction of the balance payable on his allotment.

The general principle will be followed of allotment pro rata to highest Tenders.

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 15th July, 1889. [883]

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Underwritten is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIE,

Secretary.

Hongkong, 21st August, 1889. [844]

STEAMERS EXPECTED IN HONGKONG.

SHIPS.	FROM.	DATE DUE.	AGENTS.
Frigga	Hamburg	July 30th	Siemens & Co.
Blaseno	Singapore	July 31st	Carlowitz & Co.
City of Rio de Janeiro	San Francisco	August 2nd	Pacific Mail S. S. Co.
Albany	Liverpool	August 2nd	Adamson, Bell & Co.
Yorkshire	London	August 2nd	Russell & Co.
Westmeath			